

Minneapolis Climate Action Plan



Transportation and Land Use Working Group

June 19, 2012

Agenda

1:30 – 1:35 **Greetings & Introductions**

1:35 – 1:45 **Review Targets & Emissions Forecasts**

1:45 – 2:15 **Strategy Survey Results**

Discussion

- 2:15 – 3:25
- **Planning & Land Use**
 - **Active Transportation**
 - **Parking Management**
 - **Transportation Demand Management**
 - **Cross-Cutting Issues / Other Strategies**

3:25 – 3:30 **Next Steps**

Today's expected outcomes

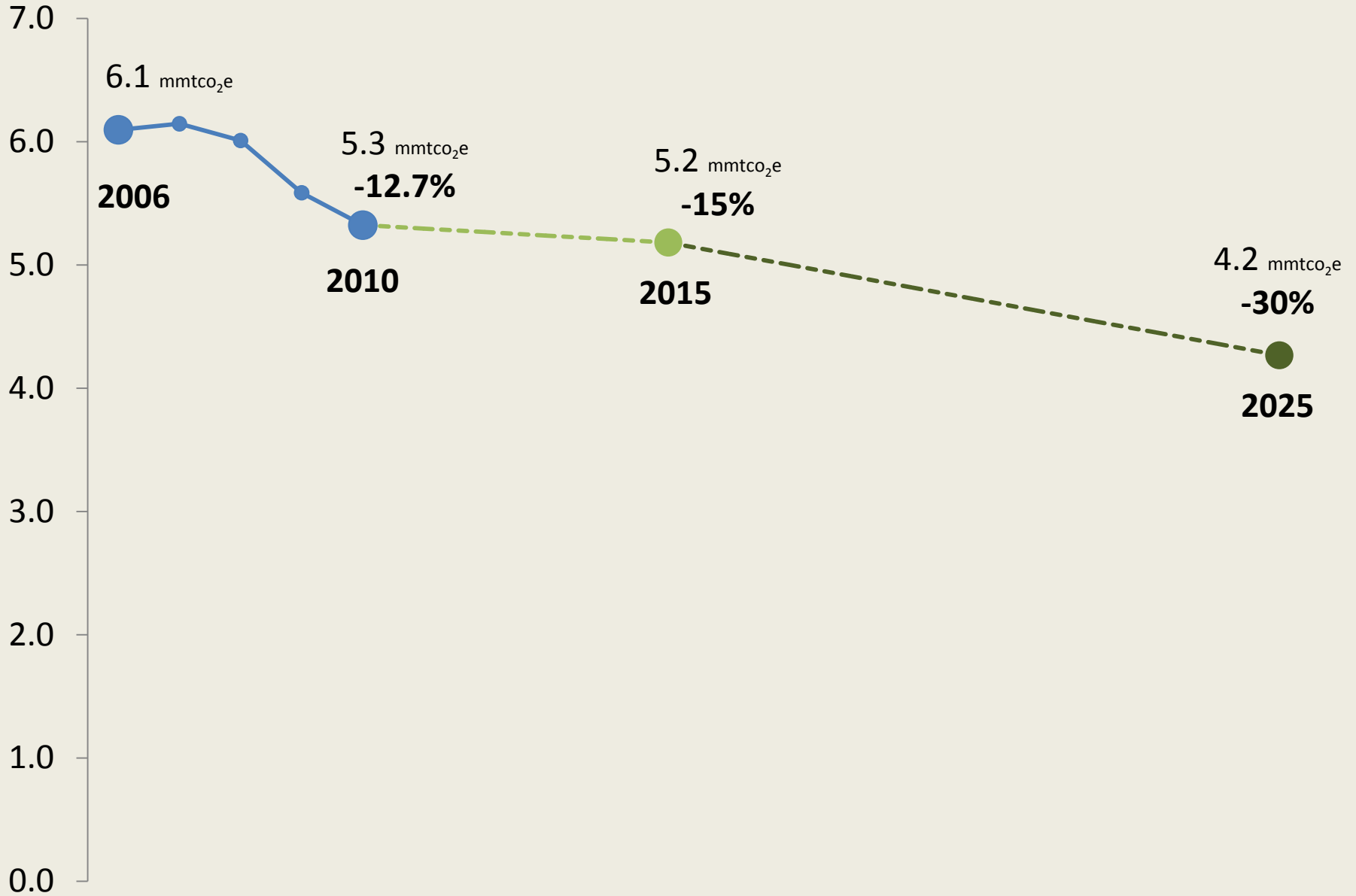
1. Review and understand the proposed goals and changes to the strategy list
2. Finalize any changes or additions to the strategy list



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TARGETS & EMISSIONS FORECASTS

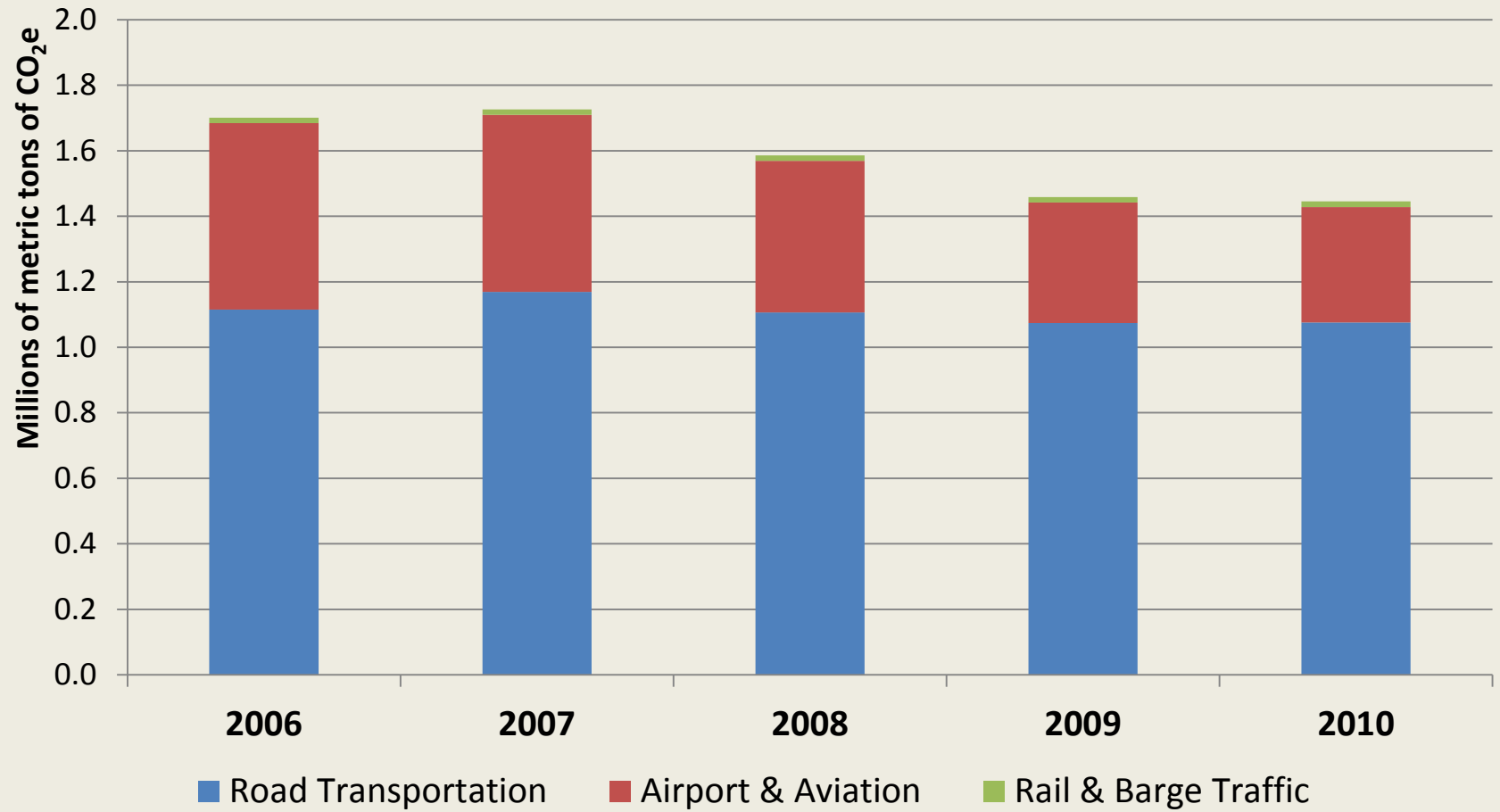
Minneapolis Community GHG Reduction Targets



Evaluation Criteria

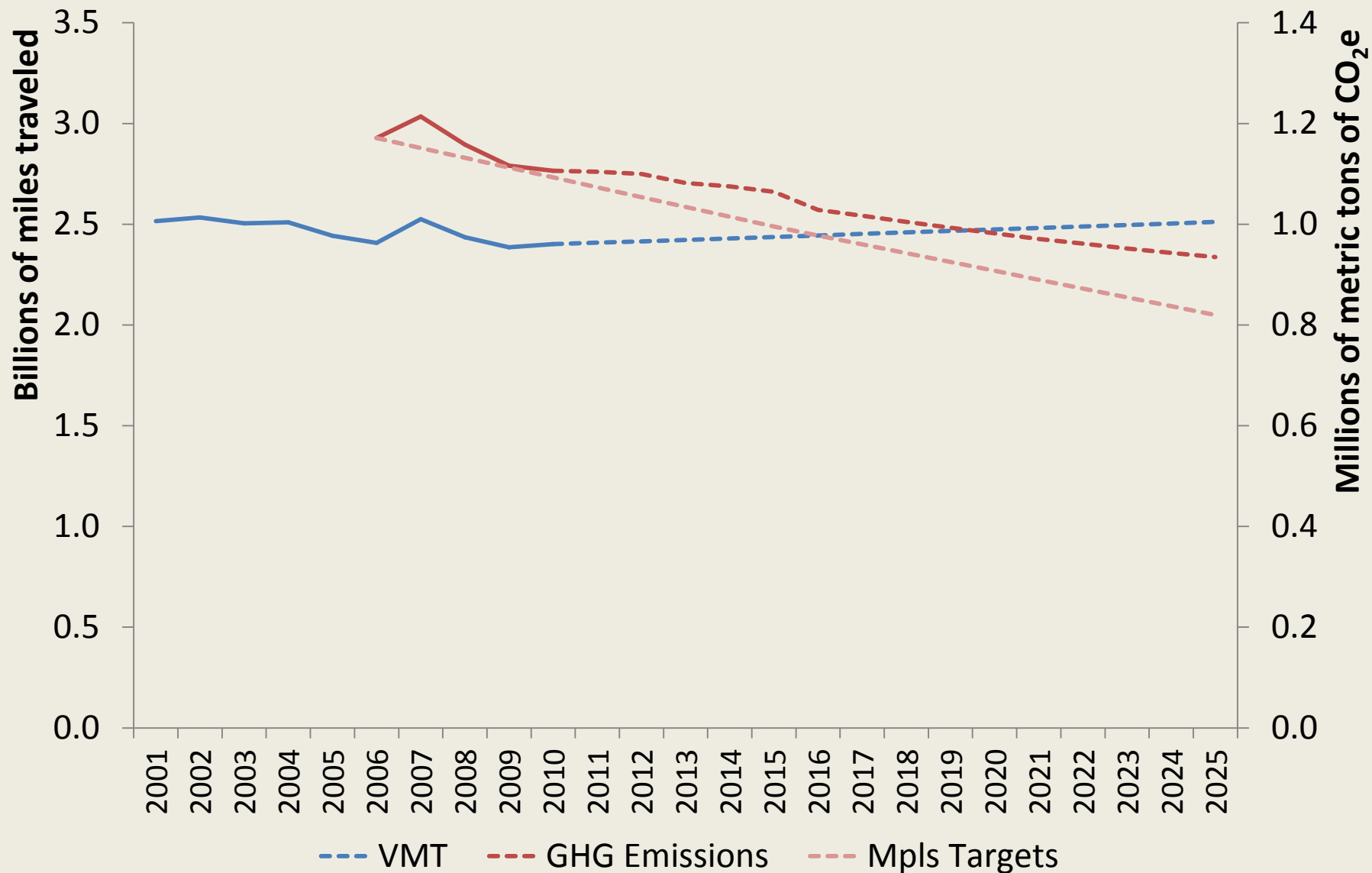
Criteria:	Measurements:
GHG emissions reduction	Carbon dioxide equivalent
Costs and savings	Public and private \$ or relative cost (high, medium, low)
Implementation timeframe	Months, years
Feasibility	Political, social, or institutional obstacles
Social Equity	Disparate impacts (positive or negative)
Co-benefits	Health, economic development, job creation, energy conservation, mobility, quality of life, etc.

Transportation Emissions

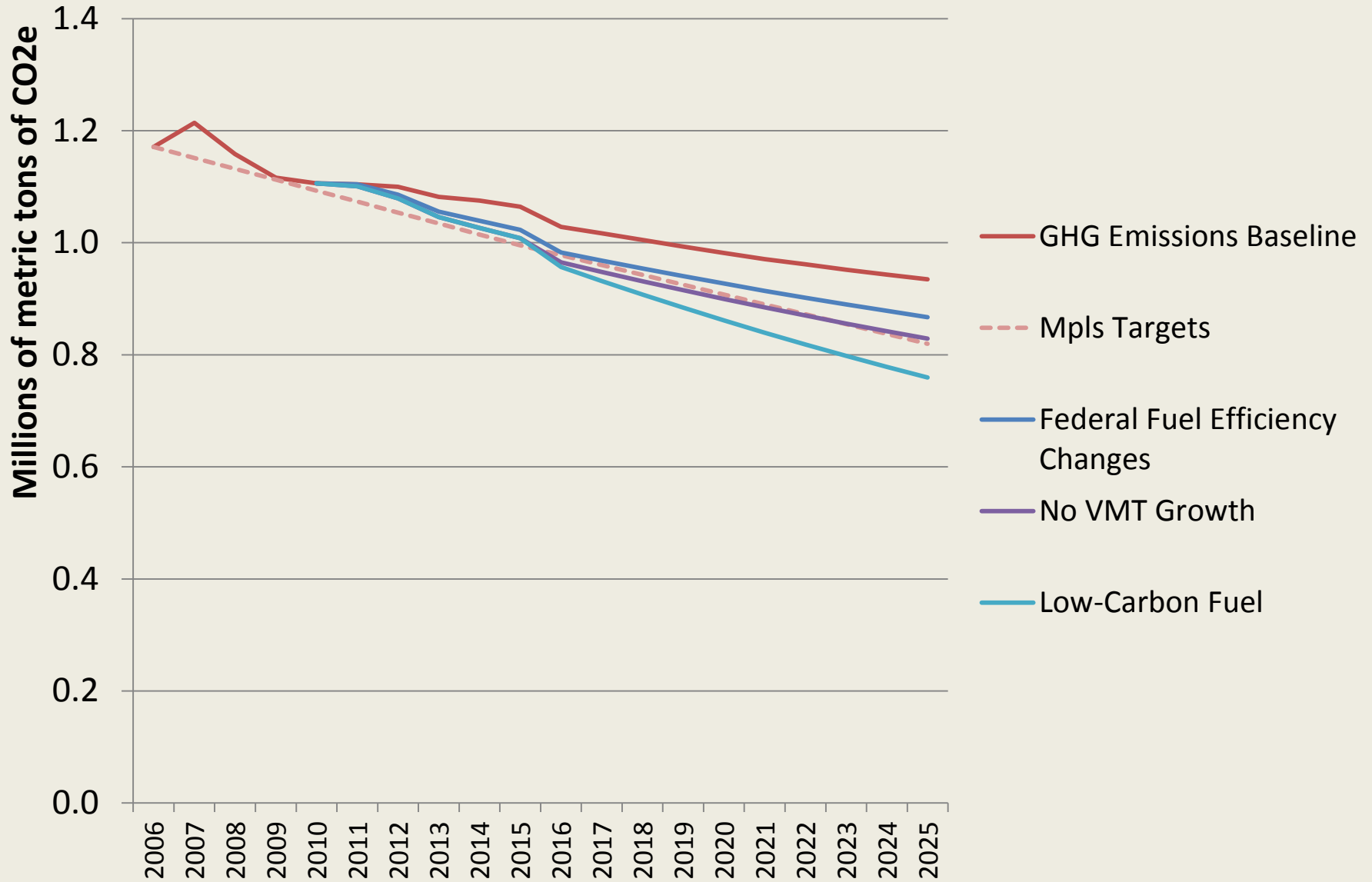


VMT, Road Transportation GHG Emissions and Minneapolis Targets

(Met Council VMT projections for Minneapolis)



Baseline Road Transportation GHG Emissions and Strategy Impacts





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GOALS & STRATEGY SURVEY

Proposed Goals

1. Hold the growth of automobile vehicle miles traveled in Minneapolis flat while improving accessibility and transportation choices.
2. Support **livable, walkable neighborhoods** that meet the needs of all Minneapolis residents.
3. Achieve a **15% bicycle mode share** for work-related trips by 2025.
4. Support a transition to **cleaner fuels and more efficient vehicles** through state and federal legislation and local action.

Changes to Strategy List

- Added “safe routes” and “complete streets” strategy
- Added protected bike facility goal
- Added on-street car sharing strategy
- Removed emission-sensitive pricing for city ramps
- Added new technologies for parking space information
- Added curbspace framework plan
- Removed EV charging station strategy

Survey results

Consensus strategies (high/medium emissions reduction)

- “Complete neighborhoods”
- Focus growth on transit corridors
- Support Metro Transit ridership goals
- Bicycle mode share targets
- Demand-based pricing for meters
- TMO goals
- Supporting alternative work arrangements
- Fuel efficiency rules
- LED streetlights
- Airport efficiency

Survey results

Low-performing strategies (high/medium cost & low emissions reduction potential)

- Expand MNPass lanes
- Provide electric vehicle charging stations at city facilities

Survey results

Strategies to remove/change

- AT1 – should we have a Minneapolis-specific target for ridership?
- PLU3 – instead of corridors, focus on where infrastructure exists and there are vacant parcels
- AT7 – may not be effective

Survey results

Strategies to add

- Adopt a goal of zero bike/walk fatalities
- Encourage more efficient car services through licensing
- Signage/signal timing for auto efficiency
- Advocate for authority to levy a non-residential parking space tax
- Increase household occupancy limits for non-related adults
- Opportunities to create incentives in the zoning code for green buildings
- Additional land use strategies



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DISCUSSION

Next Steps

- Finalize strategy list based on working group comments
- Next meeting: **7/19 at 1:30 pm**
- Contact us:

<http://www.minneapolismn.gov/sustainability/climate>

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